

Message Text

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ACTION EB-11

INFO OCT-01 ARA-16 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 L-03 H-03 SS-15 NSC-10

DRC-01 /080 W

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P 211550Z SEP 73

FM AMEMBASSY BUENOS AIRES

TO SECSTATE WASHDC PRIORITY 3672

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E.O. 11652: N/A

TAGS: ETRN, AR

SUBJECT: US/ARGENTINE CIVIL AIR ARRANGEMENT

REF: A. STATE 182636, B. BUENOS AIRES 6659, C. BUENOS AIRES 6575

1. DURING MEETING ON SEP 20 WITH UNDER SECRETARY TETTAMANTI IN FOREIGN OFFICE, DCM PRESENTED CONTENT OF PARA 4, REF A. IN ENSUING DISCUSSION, TETTAMANTI AT FIRST INDICATED GOA SATISFACTION THAT USG IN AGREEMENT WITH FURTHER STANDSTILL SO THAT MATTER COULD BE HANDLED SMOOTHLY AT LATER DATE. WHEN DCM EMPHASIZED THAT USG UNABLE TO UNDERSTAND OR AGREE WITH VERY EXTENDED STANDSTILL REQUESTED BY GOA (THROUGH NOVEMBER), TETTAMANTI INDICATED AGREEMENT THAT ACTION COULD BE TAKEN TO MOVE TOWARD RESOLUTION OF PROBLEM.

2. TETTAMANTI THEN LAUNCHED INTO CLEAREST AND MOST FRANK EXPLANATION OF GOA POSITION WE HAVE HEARD OPENLY TO DATE. HE STATED FLATLY THAT GOA DOES NOT FIND IT IS ABLE TO AND IS NOT WILLING TO CARRY OUT COMMITMENTS MADE IN MEMORANDUM OF CONSULTATION SIGNED DECEMBER 1972. IN THIS CIRCUMSTANCE AND BECAUSE USG HAS INDICATED IT WILL NOT PROCEED TO IMPLEMENT CIVIL AIR AGREEMENT SIGNED 1947, ALTHOUGH GOA CONSIDERS THAT AGREEMENT VALID, BEST POSSIBLE SOLUTION IS TO START FROM SCRATCH AND REACH NEW AGREEMENT BETWEEN TWO GOVERNMENTS.

3. TETTAMANTI DID NOT GO INTO ANY DETAILED RATIONALE OF WHY GOA

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IS NOW UNWILLING TO HONOR COMMITMENTS IN MEMORANDUM OF UNDERSTANDING.

IN HIS REFERENCES TO CIVIL AIR AGREEMENT OF 1947, AND WHY GOA FEELS THAT AGREEMENT VALID, HE FOLLOWED LINE OF ARGUMENTATION CONTAINED IN ARGENTINE INTERAGENCY WORK GROUP DOCUMENTS AS OUTLINED REF B.

4. WHEN ASKED HOW HE VISUALIZED FORMAL STEPS MIGHT BE TAKEN TOWARD REACHING A NEW AGREEMENT TETTAMANTI'S REMARKS ALSO REFLECTED CONCLUSIONS IN GOA WORKING GROUP WHICH WE HAVE MADE AVAILABLE TO DEPARTMENT (SEE ESPECIALLY BA 6394). HE FELT THERE SHOULD BE AGREEMENT AMONG THE AIRLINES INVOLVED FOLLOWED BY CONVERSATION BETWEEN THE AERONAUTICAL AUTHORITIES BETWEEN THE TWO COUNTRIES AND, FINALLY, APPROVAL BY BOTH GOVERNMENTS. WHEN DCM INDICATED THAT PROCEDURE WOULD CERTAINLY PROVE MOST AWKWARD BECAUSE US AIRLINES NOT AUTHORIZED TO REACH AGREEMENTS OF THIS NATURE IN INTERNATIONAL CIVIL AVIATION, TETTAMANTI INDICATED HE KNEW OF THIS RESTRICTION BUT WAS REALLY SUGGESTING THAT IT SHOULD BE THE CARRIERS THEMSELVES WHO WOULD FIRST EXPLORE THE AREAS IN WHICH THEIR INTERESTS CONVERGED AND OUTLINE AREAS OF DISAGREEMENT.

5. TETTAMANTI INDICATED THAT INITIATING CALL FOR NEW DISCUSSIONS WOULD BE UNDERTAKEN BY GOA. WHILE INDICATING THIS COULD NOT BE DONE IMMEDIATELY HE FELT THAT IT COULD BE UNDERTAKEN WITHIN ABOUT TEN DAYS. HE FINALIZED DISCUSSION ON THIS TOPIC BY STATING THAT THE EMBASSY WOULD RECEIVE A FORMAL COMMUNICATION FROM THE GOA TO THIS END, POSSIBLY NEXT WEEK. HE ASSURED THE DCM THAT IF CIRCUMSTANCES AROSE SO THAT THIS TIMETABLE BECAME IMPRACTICAL HE WOULD BE IN TOUCH WITH THE EMBASSY INFORMALLY WITHIN ABOUT TEN DAYS TO DISCUSS THE MATTER AGAIN AND INDICATE THE REASON FOR ANY DELAY.

6. WE ARE INFORMING LOCAL REPRESENTATIVES US LINES, IN GENERAL, CONCERNING THIS "NEW" POSITION OF GOA.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 21 SEP 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: collinp0
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973BUENOS06970
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: n/a
From: BUENOS AIRES
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19730920/aaaaaoce.tel
Line Count: 93
Locator: TEXT ON-LINE
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: A. STATE 182636, B. BUENOS AIRES 665, 9, C. BUENOS AIRES 6575
Review Action: RELEASED, APPROVED
Review Authority: collinp0
Review Comment: n/a
Review Content Flags:
Review Date: 15 JAN 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <15-Jan-2002 by martinjw>; APPROVED <01 MAR 2002 by collinp0>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: US/ARGENTINE CIVIL ARRANGEMENT
TAGS: ETRN, AR
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005